



## Fast Track Property Transfer for Economic Redevelopment

### NAS GLENVIEW



Naval Air Station Glenview is located in the center of the Village of Glenview, near Chicago. The Base was established in 1937. Typical past operations on the station were those in support of flight training. NAS Glenview was officially closed on September 30, 1995. Because the property is being transferred to the Village of Glenview, the Village has been designated as the Local Reuse Authority (LRA) and is responsible for developing and implementing a plan for reuse of the former airfield. To lessen economic impact of the Base closure to the community, the Navy implemented a fast-track program to clean up and quickly transfer the property to the LRA.

### Project Summary

Since base closure was announced, the Navy and environmental regulators have worked closely for a quick transfer of property. One successful tactic was to further divide the 114 sites identified in the EBS into 151 sites. By separating clean sites from contaminated sites, this enabled investigation, cleanup, and transfer of more property to take place more quickly, and to be responsive to the LRA's reuse plans. As of March 29, 1999, over 92% (963 acres) of the property has been transferred to the LRA. With the transfer of the final parcel by April 2000, all of the property will have been investigated, remediated, and transferred in just five years following official base closure.

The environmental investigation, restoration, and property transfer have resulted in one of the most successful and expedient base closures in the country. This would not be the case without cooperation among the LRA, U.S. Environmental Protection Agency (US EPA), Illinois Environmental Protection Agency (IEPA), Restoration Advisory Board (RAB), and the U.S. Navy, and their joint commitment to regular and timely information transfer throughout the process.

### Regulatory Requirements/Community Involvement

The Navy implemented a fast-track program to investigate and clean up the property to transfer it to the community as quickly as possible. To facilitate this process, a BRAC Cleanup Team (BCT) was formed. The monthly BCT meetings include one representative each from the Navy US EPA, and IEPA and a support team of technical personnel. Notably the command at NAS Glenview was highly committed to a successful closure and transfer from the beginning. The assistance and support provided by activity personnel from the Commanding Officer to the Public Works personnel greatly contributed to the accelerated transfer of the property to productive use by the community.

### Construction Challenges

The results of focused investigations indicated that 17 sites required remediation (such as cleanup). Alternatives for remediation were studied in an Engineering Evaluation/Cost Analysis (EE/CA) report for each site. Based on information in these reports, the BCT selected appropriate actions. Base Public Works personnel prior to operational closure completed remediation of numerous small spill sites and process closure tasks prior to official Base closure in September 1995.

Institutional controls are a portion of the recommended remedy for some sites, and may include restricting future land use to activities other than residential or placing physical barriers – such as fences, asphalt, or soil covers – to keep people from coming into contact with the contaminated soil. The fact that the buried materials at these sites are not continuing to affect soil and groundwater

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| <b>Site/Location:</b>     | Naval Air Station<br>Glenview, IL   |
| <b>Site Description:</b>  | Naval Air Station   |
| <b>Team Contact:</b>      | Ralph Watkins<br>(SOUTH DIV BEC),<br>843-820-5689<br>David Dodds<br>(SOUTH DIV IR RPM),<br>843-820-5543<br>David Smith<br>(SOUTH DIV UST RPM),<br>843-820-5650<br>Matt Slack<br>(EFA Midwest)<br>Charlene Falco<br>(Illinois EPA)<br>Ken Kewin<br>(US EPA Region 5)<br>Mike Banker (EnSafe)<br>Elise Allen (MK) |
| <b>Technology:</b>        | Institutional Controls,<br>Excavation and Disposal  |
| <b>Contaminant:</b>       | Petroleum and its<br>derivatives, landfill<br>materials   |
| <b>Action Levels:</b>     | Mostly residential  |
| <b>Legal Driver:</b>      | RCRA, CERCLA  |
| <b>Decision Document:</b> | EBS, FOSLs, FOSTs,<br>EE/CAs  |



**Figure 1: Underground storage tank demolition.**

supports leaving the material in place, rather than moving it. Institutional controls are intended to prevent human contact with waste material left in place.

### Cost Avoidance Measures

The LRA and the Navy coordinated redevelopment and cleanup activities for mutual savings. Examples include:

- The LRA planned to construct a lake in the vicinity of Site F117. Contaminated soil at the site required excavation and removal. By not backfilling the site, the Navy saved the cost of backfilling and the LRA saved the cost of re-excavating backfill.
- The LRA conducted a trial demolition of the airfield pavement over the fast fuel line that was to be removed by the Navy along with contaminated soil. This provided the LRA with design information on the effort and expense of pavement demolition for their redevelopment of the airfield. It also saved the Navy approximately \$500,000 in concrete demolition costs that would have been required to remove the fast fuel line and contaminated soils.

With the transfer of the final parcel by April 2000, all of the property will have been investigated, remediated, and transferred within 5 years following official base closure. This resulted in reduced caretaker costs to the Navy and lessened economic impact to the community.

### Project Successes

The primary reason for the fast track transfer was to lessen economic impact to the Base closure community. NAS Glenview was Glenview's second largest employer. The Navy has committed about \$30 million to the fast-track remediation and transfer. The LRA has budgeted \$100 million for infrastructure improvements and redevelopment.

- The economic redevelopment manager expects redevelopment and build out by 2007. Market value of the real estate at that time is expected to be in excess of \$1 billion. For the Village of Glenview, these assets will replace the loss of NAS Glenview.
- The fast-track procedures followed by the BCT resulted in meeting the timeline requirements of the LRA with all property remediated and transferred in less than 5 years.
- Tools such as Finding of Suitability to Lease (FOSL) and Finding of Suitability to Transfer (FOST) helped enable such timely reuse and transfer. For example, a portion of the property is being leased to the LRA for use by the Northeastern Illinois Public Safety Training Academy (NIPSTA). As of March 1999, seven FOSTs have been signed, resulting in the transfer of seven parcels of land to the LRA, totaling 963 acres. This represents over 92% of the total property to be transferred.

### Lesson Learned

- Close communications between BCT and LRA have been responsible for this timely transfer.
- Obtain a commitment from the Commanding Officer to the Public Work personnel.
- Communicate often/work closely with the LRA.
- Complete as much work as possible prior to base closure.
- Develop win-win cost/schedule saving initiatives between the Navy and LRA. Coordinate remediation and redevelopment efforts.
- Group pieces of property into parcels that meet, as closely as possible, the LRA's stated goals and timetable for reuse.



**Figure 2: Active reuse of leased property.**



**Figure 3: Runway demolition/asphalt recycling.**